

UNCLE RUBEN'S ADVICE.

Conspicuous for being a man contemplating a College Course.

Before entering upon a college course Uncle Ruben would advise all young men to carefully observe the following suggestions:

Spent one season at a natatorium, so that when yachting, and an accident occurs, you can save yourself by swimming.

Have at least one hand to hand encounter with a bear or convert yourself into a wheel of grain and pass through a thrashing machine in order to harden yourself for a game of football.

Take one season's training as a prize fighter—and be prepared for a boxing.

Be sure and have the mumps before leaving home, and don't forget to be vaccinated. It may save a great deal of bother.

Be sure to learn to play some position well in a baseball nine and have all your fingers put out of joint while they are young and tender.

Steal away with your father's rank-stripe pipe and learn to smoke. It's better to be sick at home with mother to comfort you, and then the extra for doctor's bills will not be so large. Father sometimes kicks about those extras.

It might be well for you to learn to play the guitar, mandolin, violin, bass viol, flute, cornet—in fact, make a brand out of yourself before entering college, so that you would have more time to devote to your studies.

You might take a course in some newspaper office, as you may be called upon to contribute to the college monthly, and of course you could not spare any time from your studies to devote to society news, etc.

This is a vast field, and I might mention many other things, but take this for a starter, and perhaps the other things will suggest themselves to you. —Detroit Free Press.

Trade Catalogues.

Trade catalogues making in America, if not elsewhere, has gradually become a fine art. For years American catalogues have been the admiration of foreigners, and yet a comparatively small number of these catalogues were printed on particularly fine paper or had special attention paid to typography. There were a few firms only that indulged in the luxury of what might be termed "gilt edged" catalogues, and single editions of these frequently cost a small fortune.

Aside from this there is another point, though rather more utilitarian in aspect, which is worthy of note, and that is that the classifications and descriptions in these catalogues are generally sufficiently definite to enable the exact quality, price and style to be found either by name or number and an order to be made out, with the certainty of being satisfied, even when the prospective purchaser has never seen the goods.

The possible performance of the tools and other apparatus are detailed, the different grades are illustrated, and as far as possible it is made easy for the buyer to get a good general knowledge of everything that the manufacturer includes among his products. In this respect, as in that of artistic excellence, American catalogues are generally speaking, vastly superior to those of English or European origin in which there is too often an inadequateness of description which leaves one unpleasantly in doubt as to the quality or performance of any particular tool advertised. —Cassidy's Magazine.

To Make Camphorated Oil.

Get the common cottonseed table oil, which is sold for sweet oil. Small bottles at retail stores usually cost 10 cents. Half fill a six ounce bottle with gum camphor, then fill with oil and let it stand in a very warm place over night. The oil will take up only just so much of camphor, and when it is used off fill with oil again, repeating the process until the camphor is dissolved. This is cheap and clean and will not soil clothing. In those grip days camphorated oil does much good. It will often entirely dissipate symptoms of an influenza cold, to which persons who have had grip seem peculiarly liable. Rub across the forehead over and between the eyes. It is a relief, too, for the pains in the legs, which remain long after the attack is over. Rub with it around the muscles and knee joints over and under. —New York Journal.

Gold Medals Given by Congress.

There have been but three gold medals awarded by congress to persons in the United States for heroism in saving life. One of these is in the possession of Captain Alfred Sorenson of the steamer Charles L. Mathew of Boston. Another is owned by a man named Daly of San Francisco, to whom it was presented in 1884 for plunging into the surf and saving a life, and the third was given to a Gay Head Indian, who saved the life of a passenger in the City of Columbus wreck, Vineyard sound, in 1884. —Boston Transcript.

A Poem.

Johnny—Papa, may I ask you a question in arithmetic?
Happy Father (glad of his son's love for study)—Certainly, my boy,

DELIGHTS AND WOE OF NAPLES.

Where the Bay's, Monday Days and Other Hopes Are All Forgetting.

About Portenito there is something of a Neapolitan flavor in the air. The Neapolitan small boy is half monkey, half comedian and half thief, and here, as elsewhere, the boy is father to the man. In Portenito there is the municipal band, more inconsiderable in Italy than death itself. There are the little companies of men and women who dance the tarantella in costume on the terraces of the hotels and sing vulgar songs, which the foreigner takes for national airs.

There are not indeed so many beggars as in Naples itself and the vicinity, but the perpetual attempt to extract small coins from the visitor occupies the sole and undivided attention of at least one portion of the population. Here, as in Naples, the guide guides not, but chatters, bawling what he supposes to be the foreigner's language in order to make himself a holiday. Here, as elsewhere, the lively donkey boy twists the patient man's tail, ultimately requests you to dismount at the steep places and gets on himself. Here, as in all southern Italy, the small deceptions of a very poor and not very clever people bring a smile to the face of the often good natured northerner's face.

All this I might describe at endless length had it not been done so often, and in one or two instances so well. There it all is, more or less lovely as to its surroundings, more or less modern in its buildings, more or less civilized by the people that move upon the scene. And below it and before it and facing it stretches the sea, the eternal, ever changing, ever abiding sea.

The splashes of human wrought color and the deeper tones of man planted orange gardens and olive groves and vines are forever contrasting with God's own palette, with that broad water wherein are mingled the precious things of day and night, the maiden rose mellow of dawn and the gorgeous purple of imperial evening, the gold of the sun, and the silver of the moon, and the precious stones of the stars, all blending at last in the depths of the great liquid sapphire of that sea which wise men of old believed to be the source of all living things.—Century.

Starting Locomotive Fires.

A quarter of a cent is a very small sum in itself, but when multiplied enough times the product is considerable, a fact which railway managers thoroughly understand. A saving of only 1 mill a day in the running of a locomotive amounts to 36 cents in a year, and with several thousands locomotives the saving is considerable. The good superintendent today is the man who makes these little savings, and the number of ways in which they are done is astonishing. Take the matter of starting a fire, for example. Most locomotives are fired up with wood, and about an eighth of a cord is necessary to start a good blaze.

Wood is pretty expensive fuel to use for such purposes, and several railways have begun to substitute oil for it. The oil is stored in a reservoir outside the roundhouse, and is forced by compressed air through a series of fixed pipes to flexible pipes near each locomotive stall. When it is necessary to start a fire, a bed of coal is spread over the grate, some old waste thrown on top of it and lighted, and then the oil is sprayed into the firebox through the flexible pipes by the compressed air. It takes just about as long to start a fire with this apparatus as with wood, but with the former the cost is only 21 cents, while with wood it ranges from 11 to 35 cents. —St. Louis Globe-Democrat.

Disappearance of the "Old Salt."

The typical "old salt," who uses strange oaths, wears a long knife in his belt and hitches up his trousers, is fast dying out, but he will not be missed in the navy, for there is no further need of him. The fashions of the sea, like the fashions of the land, have changed, and the sailors of the future must be machinists, carpenters and boatwains, sailmakers and masts. Even the guns are handled by machinery, and even the lights at the topmast and in the bows are lighted by touching a button. The condition of men-of-war is so changed that one-third, perhaps one-half, of the crew of such ships as the Columbia, or the New York, or the Minneapolis are employed below in the engine and boiler rooms, while the ordinary sailor has nothing to do but to scrub the decks and keep the brasswork shining. The machinist speaks of him with contempt and calls him a chambermaid. —Chicago Record.

Three Times and Out.

A gentleman living out on College street drove down to the city the other evening after his wife, and not finding her started home again. After leaving the city he saw a lady walking along in the street ahead whom he took for his better half. Hiding up to her, he said, "Get in," when she turned a strange face up to him and answered: "Thank you, sir. You look all right, but I don't know you." He apologized and drove on, when he saw another lady walking on ahead. This surely is she, he

The Probable.

If there is not some life in the

defect in the dome system of mounting a cannon bullet proof, the result of warfare will be a very remarkable one. Since the object of war is to kill—"to place hors de combat"—is only a new way of putting the fact—new ways of killing infantry and cavalry will have to be devised. The chances of hitting men in the face at long distance with rifle fire will not be good enough. But the only ways of killing effectively that will remain open will be artillery fire, close combat with the bayonet and charged rifle—preferably the latter, as the cuirass will make the bayonet difficult to use with effect—and riding men down by cavalry charge. The first of these, artillery fire, has hitherto been regarded as of comparatively little importance in the matter of killing.

It is often declared, indeed, that the chief effect produced by the guns is the moral effect. Though not many are killed, men do not like to be within range of artillery. Possibly, however, the effect of artillery fire could be increased. In any case, and since everything is relative, the fact of the falling off of efficiency in rifle fire must increase the importance of artillery fire. It is obvious, however, that the chief effect of bullet proof soldiers on the circumstances of a battle would be to increase enormously the amount of hand to hand fighting. But hand to hand fighting means an advantage to the strongest and most athletic force. Now, it will be seen from the bare enumeration of the changes which seem likely to follow bullet proof soldiers that a great advantage will be given to England.

Bullet proof cuirasses will give an advantage to the nation which can only bring a small number of troops into the field. But that nation is England. It will increase the importance of artillery. But this should be in favor of England, for though we have not the conscription, and so cannot get men in large quantities, we can manufacture as many guns as we choose. Next, the revival of close combat ought to be in our favor, for Englishmen are certainly better at the rough and tumble of close fighting than their neighbors. The infantry are naturally more handy and more athletic, and the cavalry are, if not theoretically better riders, more capable horsemen. An Englishman is more likely to get his horse to do the impossible than a Frenchman or a German. —Spectator.

Moon's Position in the Heavens.

The phenomenon referred to as "moon high" and "moon low" is really one of the astronomical curiosities. The terms "high" and "low," as applied to the moon's course, have reference to its position toward the ecliptic—that is to say, the earth's orbit in the heavens. The moon can never be more than 5 degrees removed from the ecliptic on either side. If it passes south of the ecliptic in winter at the time when the sun is south of the celestial equator, its (the moon's) altitude may appear to observers in the latitude of this city as being as low as 21 degrees above the horizon, and if it runs north of the ecliptic in summer (when the sun is north of the equinoctial line) it may appear to approach within 21 degrees of the zenith, which would throw it almost exactly overhead at meridian.

As mentioned in the opening, these alterations of position are technically referred to as "high" and "low" moon. Some weatherwise people imagine that the moon's positions in the heavens affect the weather, but as they concern the relative appearance of the sun and moon to our observation only it may be inferred that they have nothing whatever to do with the temperature or with atmospheric conditions. —St. Louis Republic.

Some Trolley Data.

The fact that the trolley is cheaper than the horse for traction work, and that the public like it better, is no longer questioned, but some of the less obvious figures which come from Philadelphia of a month's operation of a line where the trolley has replaced the horse of interest. The 480 horses that were formerly used on the road consumed in a month 24 tons of hay, two tons of cut hay, about 8,000 pounds of feed and two tons of straw. This, with shoeing, cost the company about \$4,500. Offsetting this the coal consumed in the month's working cost only \$585, a clear saving by the trolley of \$3,915. At this rate it is not difficult to see why trolley lines pay such handsome dividends. But there is still another item. On an average 18 men were employed around the stables and in the car sheds in looking after these 480 horses. Nearly all of these are now dispensed with, and the company saves about \$5,000 a month in expenses. —Detroit News.

Potent Georgia Mule Salve.

Virginia Jackson, who lives on the Blue creek, had a mule to hurt itself last week by running against a sharp stake. He applied a salve of local manufacture to the wound that night, put the mule in the stable and fastened the door securely. Next morning the mule was out gasping, and the salve had cured it. —St. Louis Republic.

TOO LATE FOR THE OCEAN STEAMER.

Deaths of Passengers Out from the Back of the Last Month.

An interesting and somewhat startling phase of New York life is found in the start of a great many people to leave it. If you care to see very early in the morning for studies of your kind, go down to the pier of one of the great ocean liners on sailing day. Seven o'clock is the usual sailing hour, and 7 o'clock in the morning is a dreadfully early hour for New York's wealthy pleasure seekers.

One of the first things that strike the notice of the old timer of steamboat days, especially the river man, is the promptness and regularity which characterize the movements of the "liner." Seven o'clock means 7 o'clock. Exactly on the second the pier of one of the great ocean liners is the bridge, the single remaining gangplank is drawn in upon the pier, the engineer's bell jingles, and the big screw begins to revolve. Within the first minute the immense body of the ship swings clear of the dock. Two minutes later she is slowly heading down stream bound for the open sea, a tug or two snorting and pulling at her gigantic nose to shorten the turn.

The next curious fact to the onlooker is that somebody who is booked for that particular steamer comes tearing down to the pier to a cab or four wheeler piled with small luggage just in time to witness this evolution in the river. Sometimes this unhappy individual is a woman who has spent one minute too many before her mirror in setting the plait of a bonnet. Sometimes it is a man who has probably lingered with friends just one minute too long over a playing game, and sometimes both man and woman come. And then, oh, my! How they give it to the other there in the carriage! In one case it is a case of hysteria—in the other a case of unprovable oaths. And the whole crowd on the pier, up to that time absorbed in floating handkerchiefs and tears and waving hats, suddenly discover that there is still something left in New York worth looking at and turn from the departing ship to the belated traveler.

I have been down at the pier on sailing day several times, and these two features have always attracted my attention. I do not say they are inevitable, but I never saw a ship lose half a minute of her starting time and have always seen somebody left at the last moment. There are dozens and scores of passengers who come down to the dock at the last minute and scramble on in the most undignified manner. The slightest accident to delay their carriages, a lazy car ahead, a block of trucks or any one of the thousand and one common things of such a character would throw them out of the passage for which they had properly paid and destroy their entire programme of pleasure. They could get there, of course, minutes or hours before if they chose, but this is the only way to attract attention and is deemed worth the risk. —New York Herald.

A Steam Scandal.

The manufacture of tinware in England originated in a stolen secret. Few readers need to be informed that tinware is simply thin sheet iron plated with tin by being dipped into the molten metal. In theory it is an easy matter to clean the surface of iron. Dip the iron in a bath of boiling tin and remove it, enveloped in the silvery metal, to a place of cooling. In practice, however, the process is one of the most difficult of arts. It was discovered in Holland and guarded from publicity with the utmost vigilance for nearly half a century. England tried to discover the secret in vain until James Sherman, a Cornish miner, crossed the channel, insinuated himself surreptitiously into a tin plate manufactory, made himself master of the secret and brought it home. —Manufacturers' Gazette.

His Misery.

He came slowly and uncertain of step into the office of his friend the physician. "Hello," greeted the doctor cheerfully, "you look like a wreck. What's the matter?" "Can't you let me have something to relieve my misery?" he groaned as he sank into a chair. "What's the matter? What do you want?" inquired the doctor solicitously, reaching for his pulse. "Oh," he groaned, "I'm dead broken, and I want \$10," the same which he did not get. —Detroit Free Press.

DRS. BETTS AND BETTS
CURE
ALL FOR
NEUROUS

A SURGEON'S KNIFE.

When you are feeling of better and find that you are getting on your feet, you are in a better position to get on your feet.

TRIUMPH OF CONSERVATIVE SURGERY is well illustrated by the fact that the only way to cure a disease is to remove it. The only way to cure a disease is to remove it. The only way to cure a disease is to remove it.

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